

Adopted January 12, 1944

File No. 3134-43

REPORT OF THE CIVIL AERONAUTICS BOARD
on the
Investigation of an Accident Involving Aircraft
During a Local Instruction Flight

Pilot Instructor Morgan Ross Irwin and his student, Thomas Harry McCullough, were fatally injured in an accident which occurred about 12 miles south-southwest of Newland Airport, Waco, Texas, at approximately 4:30 p.m., on July 21, 1943. Irwin held a commercial pilot certificate with single-engine land, 0-80 n.p., and flight instructor ratings. He had accumulated about 500 hours of flight time, all in the type aircraft involved. McCullough, a War Training Service trainee in the Navy intermediate course, had completed about 42 hours of dual and solo flight training. The aircraft, a Taylorcraft L2A (Army identification AC-42-36038), owned by the United States Army Air Forces and on loan to the War Training Service, was demolished by impact and fire.

Instructor Irwin, occupying the rear seat, and Student McCullough the front seat, took off from the Newland Airport at approximately 3:55 p.m. for a dual instruction flight in the third period of the Navy controlled intermediate course. There were no known witnesses who could identify the aircraft during the flight until it was observed about 4:30 p.m. by a farmer who was working in a cottonfield in the vicinity of the accident. He described the plane as coming from the south at a low altitude and passing over a cornfield adjacent to the field in which he was working. A short distance from this witness, the pilot made a left turn, during which the aircraft slipped to the ground on the left wing tip, cartwheeled and came to rest right side up about 60 feet from where the witness stood. While the witness was trying to extricate the occupants, the plane burst into flames and prevented any further rescue attempts.

Examination of the wreckage revealed no evidence of failure of any part of the aircraft prior to the accident and the condition of the broken wooden propeller indicated that considerable power was being developed at the time of impact. The surrounding terrain was suitable for an emergency landing and investigation disclosed that there was sufficient fuel for continued flight.

The probable cause of this accident was loss of control while maneuvering the aircraft at a dangerously low altitude.

BY THE BOARD

/s/ Fred A. Toombs
Secretary